



SPECIAL DRIVING TECHNIQUES

11

Here's a short test: Most accidents happen_____

a.) in clear weather b.) in snow c.) in rain d.) in fog

If you picked anything but (a), you're wrong – pretty days can be deadly too! While adverse weather conditions certainly create dangerous driving situations, the purpose of this chapter is to provide you with a focus on techniques that will help you to avoid accidents in any weather.

AVOIDING COLLISIONS

When it looks like a collision may happen, many drivers panic and fail to act. In some cases they do act, but do something that does not help to reduce the chance of the collision. There almost always is something you can do to avoid the crash, or reduce the results of the crash. In avoiding a collision, drivers have three options:

1. Stop
2. Turn
3. Speed Up

The following section will give you vital information relating to these three reactions.

1. Stopping Quickly

Many newer vehicles have ABS (Antilock Braking Systems). Be sure to read the vehicle owner's manual on how to use the ABS. Also for general details of braking with ABS refer to Chapter 8 of this manual. The ABS system will allow you to stop without skidding. In general, if you need to stop quickly:

With ABS - If you have an antilock braking system and you need to stop quickly:

- ❑ Press on the brake pedal as hard as you can and keep pressing on it firmly.
- ❑ You might feel the brake pedal pushing back when the ABS is working. Do NOT let up on the brake pedal. The ABS system will only work with the brake pedal pushed down firmly.



In emergency or slippery conditions with ABS, wheels don't lock; car remains stable and is steerable.



In emergency or slippery conditions without ABS, all wheels lock; car begins to skid and is not steerable.

Without ABS - If you must stop quickly and you do NOT have an antilock braking system:

- ❑ Apply the brakes as hard as you can without locking them. You can cause the vehicle to go into a skid if you brake too hard.
- ❑ If the brakes lock-up, you will feel the vehicle start to skid. Quickly let up on the brake pedal.
- ❑ As soon as the vehicle stops skidding, push down on the brake pedal again. Keep doing this until the vehicle has stopped.

2. Turning Quickly

In most cases, you can turn the vehicle quicker than you can stop it. **Evasive steering:** If you are unable to stop in time

to avoid a collision, try to steer around the vehicle or object. You should consider turning in order to avoid a collision. Use your brakes only if necessary.

To be able to turn quickly you need to hold the steering wheel correctly. Make sure you have a good grip with both hands on the steering wheel. For most turns, especially quick turns, you must have your hands on opposite sides of the wheel. It is best to have your hands at about the 3 o'clock and 9 o'clock positions. This will keep your wrists and forearms out of the main impact area of the air bag located in the steering wheel should you become involved in a collision.



To make quick evasive turns to the left:

- Turn the steering wheel to the left as far as necessary to avoid the obstacle or vehicle. Hand position = right hand (3 o'clock) swings left toward the 9 o'clock position as far as needed. Left hand moves toward bottom (6 o'clock) to help steady your grip on the wheel.
- As you clear the hazard, turn the steering wheel back to the right as far as necessary to get back into your lane. Hand position = left hand (9 o'clock) swings right back toward the 3 o'clock position as far as needed. Right hand now moves toward the bottom (6 o'clock) to steady your grip.
- As you return to your lane, turn the steering wheel left just enough to straighten the vehicle's path of travel. Hand position = returning to the basic driving position of left @ 9 o'clock and right @ 3 o'clock.

To make quick evasive turns to the right, use the same procedures above, except turn the steering wheel in the opposite direction at each step.

Once you have turned the vehicle away from the road hazard or changed lanes, you must be ready to keep the vehicle under control. Some drivers steer away from one collision only to end up in another. **Always steer in the direction you want the vehicle to go.**

- ❑ With ABS - One aspect of having ABS, is that you can turn your vehicle while braking without skidding. (See illustration at right >) This is very helpful if you must turn to swerve, stop or slow down quickly.

- ❑ Without ABS - If you do not have ABS, you must use a different procedure to turn quickly. As you are braking you will need to let up on the brake pedal and then turn the steering wheel. Braking will slow the vehicle some, and it puts more weight on the front tires and this allows for a quicker turn. Do not continue braking if you feel the front wheels "lock-up", or turn so sharply that the vehicle can only plow ahead. Another consideration is that generally it is better to turn off the road then to crash head-on into another vehicle.



Special Info: Learn to Use Your Anti-Lock Brakes!
Do's and Don'ts of ABS

DO: **Stomp.** Slam that brake pedal. Push hard and hold the pedal down. You'll feel the pedal pulsate, and you'll hear noise. Continue to keep your foot firmly on the brake because those are signals the system is working – and that you're in a real emergency situation. The sound and feel often startle people, and their instinct is to let up on the brakes slightly. Don't – that ruins the advantages of ABS.

DON'T: **Pump.** Never pump the brake pedal of a vehicle equipped with ABS, even if the brake pedal is pulsating. The pulsating feeling is simply the ABS system electronically "pumping" the brakes much faster than you could ever do manually.

DO: **Steer.** Use the nonskid feature of ABS to steer around the obstacle that made you slam the brakes on in the first place. Continue steering to a safe place once you're past the obstacle.

DON'T: **Freeze or Jerk.** People sometimes get hurt, or killed, when they jerk the steering wheel suddenly. This can cause them to run into another object or veer off the road risking a rollover. Steer normally to avoid the problem and DON'T freeze at the wheel.

DO: **Practice.** Find a big, empty space, a vacant parking lot such as a deserted/closed shopping center. Be sure the lot is a wide open space without curbs or lots of light poles. Start driving about 20 M.P.H. and slam on the brakes. Steer to prove to yourself you still can. Keep doing this until it becomes habit to steer when you stomp. When you feel comfortable with this you can set up a cardboard box as a target. Aim for the box as if it were a car suddenly stopped in front of you, hit the brakes and steer around the box and then steer back as you would to steer back into the normal traffic lane after avoiding the obstacle. Practice this in various weather conditions: dry, rain, snow, etc.

DO: **Space.** Keep a safe space between your car and other vehicles. Remember the two second rule for keeping a minimum cushion of space between vehicles. Allow more time/space if conditions are hazardous.

DO: **Read.** Consult the owner's manual for additional driving instructions on the anti-lock brake system your vehicle is equipped with.

DON'T: **Be Aggressive.** Never drive an ABS-equipped vehicle more aggressively than vehicle without ABS. Driving around curves faster, changing lanes abruptly, or performing other aggressive steering maneuvers is neither appropriate nor safe with any vehicle.

For more information on ABS procedures and safety visit:

www.abs-education.org

3. Speeding Up

Sometimes it is best or necessary to speed up to avoid a collision. This may happen when another vehicle is about to hit you from the side or from behind and there is room to the front of your vehicle to get out of danger. Be sure to slow down once the danger has passed. Also remember to always keep at least a two second (or more) space cushion between your car and the vehicle ahead in order to have this type of emergency out available.

WINTER DRIVING

The three big errors of most drivers in snow and ice are:

- To over-power and spin the wheels
- To over-brake and slide the wheels
- To over-steer and skid the front wheels

Reduced visibility requires that you make every effort to keep the windshield and all glass clear of snow and ice. The heater-defroster should be in good condition. Windshield wiper blades should work particularly well. Keep the inside of the windshield and door glasses clean.

- Carry a high quality ice scraper with a brush for removing snow, frost, and ice from your vehicle's windows, headlights, brake lights, turn signals and outside mirrors. Clear snow, ice or frost from ALL windows before driving.

A good outside rearview mirror is of great help, particularly if the back window glass tends to fog over. To help others see you, always use headlights when visibility is restricted by atmospheric or other weather conditions.

Effect of Temperature on Starting and Stopping Traction

Wet ice at 30 degrees offers about one-half the traction that is to be had at 25 degrees. If the temperature is 25-30 degrees, ice-covered roads are certain to be slippery. If the temperature is down to 10-15 degrees, there will be a noticeable increase in traction.

Inadequate Traction to Go - Overpowering and spinning the wheels creates heat directly under the tires, raises the temperature, and reduces the available traction. Start your car slowly and avoid spinning wheels when moving your car on ice or snow. Keep your speed steady and slow – but not too slow. In deeper snow, it's often necessary to use the car's momentum to keep moving. Have good treads on front wheels to improve steering ability. Snow tires are helpful for winter driving.

Reduced Ability to Stop and Loss of Steering - Low traction also makes stopping difficult. When traveling at 20 M.P.H., low traction can increase stopping distance to 200 feet or more. Use brakes cautiously. Abrupt braking can cause brake lock-up, which causes you to lose steering control.

Braking on Ice and Snow – The most efficient technique for braking under these conditions is to use "threshold" or "squeeze braking" together with de-clutching (manual shift) or shifting to neutral (automatic transmission). Squeeze braking is accomplished by applying the brakes firmly, to a point just short of lock up, and then easing off the brake pedal slightly (not completely), if the wheels should lock. Re-apply

the brakes to a point just short of lock up and hold. Do NOT pump the brake pedal, just apply steady pressure. This will give you the best combination of braking effort and directional control.

ABS – Antilock brakes are designed to overcome a loss of steering control. To make antilock brakes work correctly, or work at all, you should apply constant, firm pressure to the pedal. During an emergency stop, push the brake pedal all the way to the floor, if necessary, even in wet or icy conditions.

Ice on Roads and Bridges – Where Not Expected: The sunny side of a hill may be wet, the shady side covered with thin ice. Usually, signs indicate that ice forms on bridges sooner than on the adjoining roads. In such instances, the car ahead of you may have crossed the icy part of the road and stopped. But a long patch of ice behind his car can easily cause you to skid into him.

Ice and Snow Made Slippery by Traffic – On streets and highways where there is considerable stop- and- go traffic, it does not take long after a storm before the snow packs hard and becomes extremely slippery because of many sliding and spinning wheels. To some extent, steering to one side or the other of the packed section will help avoid the slickest surface.

However, great caution should be used when driving on ice and snow.

Hailstorms/Sleet – find shelter by driving under an overpass or bridge.

Skids

“If Your Wheels Don’t Roll - You Don’t Have Control”

Skids are caused when the tires can no longer grip the road. Any road that is safe under normal conditions can be dangerous when it is wet or has snow or ice on it. High speeds under normal conditions also increase the possibility of a skid if you must turn or stop suddenly.

Skids are caused by drivers traveling too fast for conditions. If your vehicle begins to skid:

- Stay off the brake. Until the vehicle slows, your brakes will not work and could cause you to skid more.
- Steer. Turn the steering wheel in the direction you want your car to go. As soon as the vehicle begins to straighten out, turn the steering wheel back the other way. If you do not do so, your vehicle may swing around in the other direction and you could start a new skid.
- Continue to steer. Continue to correct your steering, left and right, until the vehicle is again moving down the road under your control.

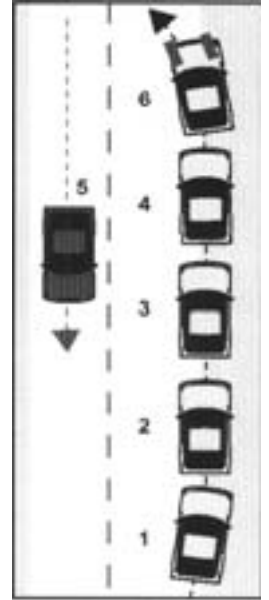
The best advice is to do everything you can to avoid ever



skidding in the first place. Be aware of weather conditions and slow down well in advance of stopping point when driving on ice or packed snow. During thawing and freezing weather, be alert for slippery areas on bridges and in sheltered areas.

Regaining Control of your Vehicle when the wheels have gotten off the paved roadway:

1. Stop feeding the gas. Lift your foot off the gas pedal but do NOT suddenly apply the brake.
2. Maintain a firm grip on the steering wheel, but do NOT jerk the wheel back toward the pavement suddenly.
3. Brake lightly and briefly. Do NOT slam on the brakes or hold the brake pedal down. You want to gradually slow the vehicle.
4. Maintain car control. Keep steering the vehicle straight trying to keep the other wheels from getting off the pavement.
5. Do NOT attempt to steer back onto the pavement until there are no cars in your immediate vicinity.
6. Once oncoming traffic is clear and you have slowed the speed of your vehicle you can turn back onto the pavement sharply.



DRIVING IN RAIN, FOG AND OTHER SEVERE WEATHER CONDITIONS

Wet pavement can be as treacherous as icy pavements, so always reduce your speed in wet weather. You will need additional distance for stopping, and you may skid on quick turns.

Slow down at the first sign of rain on the road. The pavement is particularly treacherous when it first begins to rain. Accumulations of dirt and oil will mix with the water, and create a greasy film on the highway. This is when most roads are the most slippery. The road is slippery and it will not give your tires the grip they need so you must drive more slowly than on a dry road.



HYDROPLANING: Slow down when there is a lot of water on the road. In a heavy rain, your tires can lose all contact with the road at about 50 M.P.H. Your car will then be riding on water or “hydroplaning”. A slight change of direction or a gust of wind could throw your car into a skid or spin. If your vehicle starts to hydroplane, slow down gradually by letting up on the gas – don’t suddenly apply the brakes.

When hydroplaning occurs there is a loss of the traction needed to steer and brake safely. Stopping distances may be tripled and steering control may be reduced or lost. How soon hydroplaning begins depends on speed, tire inflation, water depth (even a half-inch or less), road surface, and tire tread. Hydroplaning is more common at higher speeds, although tires can hydroplane under certain conditions at ANY speed. This is one reason you must always be extra cautious when driving in rainy weather.

Both rain and fog create vision problems as well as vehicle control problems. Keep your windshield wipers in good condition, and wait a few seconds after rain starts before you turn them on. There should be enough water on the windshield for the wipers to clear it, not smear it with dust and grime.

Use the defroster or air conditioner to keep windows and mirrors clear. If you drive in fog, reduce speed to make up for the reduced visibility. Use headlights on low beam so the light will be on the road where you need it. In fog or mist, never put your headlights on high beam because the light will be reflected back into your eyes.

RAIN: Drivers often must change driving habits to adjust to poor driving conditions caused by weather. Rainy weather calls for:

- Slower speed.
- Greater stopping distances.
- Driving with headlights on low beam.
- Use of wipers, defroster as needed for maximum vision.
- An early signal for all turns or lane changes.
- Braking well in advance of a stop to warn following drivers of your intentions.

FOG: The best advice for driving in fog is “DON’T”. If you must travel in fog you should:

- Drive with lights on low beam. Never drive with just your parking or fog lights.
- Reduce your speed.
- Avoid crossing traffic unless absolutely necessary.
- Listen for traffic (keep radio off or turned down low and do NOT use cell phone while driving in fog).
- Use wipers and defroster as needed for maximum vision.
- Be patient! Stay to the right. Avoid passing.
- Unless absolutely necessary, do not stop on any roadway. However, if you can’t see the road’s edge, pull off as far to the right as possible – well out of the traffic lane – and turn on your emergency flashers.
- If your car stalls or is disabled, move away from the vehicle to avoid personal injury.
- Consider postponing your trip until the fog clears.
- Adhere to warning devices in fog-prone areas.

WHEN DRIVING THROUGH DENSE FOG, HEAVY RAIN OR SNOW DURING THE DAYTIME, TURN ON YOUR LOW BEAM HEADLIGHTS.



This gives you better visibility and alerts oncoming cars to your presence, it is also a requirement of Tennessee law. Have good operating windshield wipers so that they do an effective job.

Slippery When Wet

Some road surfaces are more slippery than others when wet. These roads usually have warning signs. Here are some clues to help you spot slippery roads:

- On cold, wet days, shade from trees or buildings can hide spots of ice. These areas freeze first and dry out last.
- Bridges and overpasses can also hide spots of ice. They tend to freeze before the rest of the road does.
- If it starts to rain on a hot day, pavement can be very slippery for the first few minutes. Heat causes oil in the asphalt to come to the surface and this makes the road extremely slippery until the oil washes off.
- Close to the freezing point, the road is icy and may be more slippery than at colder temperatures.

If your vehicle gets stuck in mud or snow:

- Shift to low gear and keep the front wheels straight.
- Gently step on the gas pedal.
- Avoid spinning the wheels. Drive forward as far as possible.
- Shift to reverse and slowly back up as far as possible. Don't spin the wheels.
- Shift to low gear again and drive forward.
- Repeat forward - backward rocking until the car rolls free.
- Put boards or tree branches under the tires in deep mud or snow. Never do this when the tires are spinning or when the driver has the vehicle “in gear”.

Most people think of tire chains as a tool only for winter driving. However you may avoid getting stuck if you always carry chains in your vehicle. Drive as far as possible to the right side of the roadway before installing your chains. Put them on the tires before driving in snow OR mud.

HIGH WATER AND FLOODING DANGERS

Each year, more deaths occur due to flooding than from any other thunderstorm related hazard. Many of these casualties are a result of careless or unsuspecting motorists who attempt to navigate flooded roads. Most people fail to realize the force and power of water. For example, only six inches of fast-moving flood water can knock a person off their feet.



Does a heavy vehicle equal safety in flood situations?
NO! Nearly half of all flash flood fatalities are vehicle-related. Many of the deaths occur in vehicles as they are swept downstream. Many believe their 3,000 to 5,000 pound vehicle will remain in contact with the road surface...that it is too heavy to float. Think about that for a minute. Aircraft

carriers float don't they? Vehicles (and ships) float because of buoyancy. **In fact, most cars can be swept away in 18 to 24 inches of moving water.** Trucks and SUVs are not much better with only an additional six to twelve inches of clearance. In moving water, all that is needed is for a vehicle to become buoyant *enough* to allow the water's force to push it sideways, even while the wheels remain in contact with the pavement. Once swept downstream, a vehicle will often roll to one side or perhaps flip over entirely. The driver then has only a few seconds to escape. Many drivers panic as soon as the vehicle submerges and are found later with their seat belt intact.

The solution is simple. **TURN AROUND, DON'T DROWN™.** Stay out of the flooded roadway. The water may be much deeper than it appears as the road beds may be washed out. Also, respect "road Closed" barriers posted to warn you of the danger. Keep these following safety rules in mind when driving in severe weather:

- Avoid flooded areas or those with rapid water flow. Do NOT attempt to cross a flowing stream. **As little as six to twelve inches of water may cause you to lose control of your vehicle and two feet of water will carry most cars away.**
- In your vehicle look out for flooding at highway dips, low spots and around bridges.
- Flooded roads could have significant damage hidden by the water. NEVER drive through floodwaters or on flooded roads. If your vehicle stalls, leave it immediately and seek higher ground.
- Do not camp or park your vehicle along streams and washes, particularly when threatening weather conditions exist.
- Be especially cautious at night when it is harder to recognize flood dangers.

More information on flood safety is available through the National Weather Service at www.noaa.gov/floods.htm.

Severe Thunderstorms - listen to your car radio and be alert. If you spot a tornado, DON'T try to outrun it. Get out of the car, find shelter in a ditch or low-lying area and lie face down to protect yourself from flying debris.



Wind - Strong winds, especially crosswinds, can make it more difficult for you to control your vehicle. Wind is very dangerous if you are driving a camper or large recreational vehicle, or if you are towing a trailer. Lightweight vehicles are also more difficult to control in strong winds.

- To gain more control over vehicles in a strong wind, slow down.
- If you are approaching an open space after driving in a protected area, be alert for crosswinds that will push you to the side or middle of the roadway.
- If you are pulling a trailer, the wind may cause your vehicle to sway. Be ready to make necessary steering corrections.

- When you meet large trucks or buses, you may also have to make steering corrections because of the gusts of wind these vehicles create. When a truck or bus is passing you on the left, move as far as possible to the right of your lane and slow down. If you are pulling a trailer, wind currents from these larger vehicles can cause your vehicle to jackknife. As the large vehicle passes, accelerate slowly to keep your trailer pulling in a straight path.
- If you are driving into a strong head wind (wind blowing toward your vehicle), you may need to accelerate more, and steering will be more difficult.
- A strong tailwind (wind blowing from behind your vehicle) will increase your speed, so you will have to decelerate and begin braking earlier to stop.

Sun Glare - Bright sunlight in the early morning or late afternoon creates a glare when driving into the sun. Wearing sunglasses, keeping windows clean and using the vehicle's sun visors, can reduce glare. If the sun is behind you, oncoming drivers may have the glare problem. Be aware that they may not be able to see your turn signals or your car.

NIGHT DRIVING

Night driving presents a serious danger, especially on poorly lighted highways and country roads. The distance that you can see clearly is greatly reduced. Dark colored animals, dark vehicles or objects on the roadside, or people walking or riding bikes and dressed in dark clothing will be harder to see.

The chances of a serious crash are much greater at night, even though traffic is not as heavy as during the day. Drivers who do not adjust to light conditions are part of the night safety problem.

- **Three to four times more deaths occur while driving at night, than driving during the day.**
- **90% of a driver's reaction time depends on vision. Depth perception, color recognition, and peripheral vision are impaired after dark.**
- **More fatal crashes take place on Friday and Saturday nights than on any other day of the week. In addition to the darkness, alcohol plays a part in more than half of all these deaths.**

DRIVE SLOWER AT NIGHT

The basic rule for safe night driving is this: **NEVER OUTFRAN YOUR HEADLIGHTS.**



should always be less than your sight distance. You should reduce your speed at night and adjust to the road and weather conditions. Adjust your speed so you can stop within the distance you can see. You should consider how powerful your lights are and how responsive your brakes are. As soon as you see pedestrians, animals, or objects on the road in front of you, you must be able to stop before you hit them. If you are overdriving your lights, you will not be able to stop in time.

The law requires headlights that will enable you to see

clearly any person on the highway at least two hundred (200) feet ahead of your car. Since the effectiveness of headlights diminishes greatly as the distance increases, headlights must be in good order to meet this requirement. They must also be accurately aimed, with clean lenses and a clean windshield inside and out.

Driving at night is considerably more hazardous and difficult than daytime driving. Remember that your range of visibility is limited by your headlights. It is doubtful that you can identify the position, distance and nature of an object within the few seconds it takes for your vehicle to travel several hundred feet. To cope with oncoming traffic during the hours of darkness you should:

- Develop the ability to glance well in front of your headlight beams, looking for dark shapes on the roadway.
- Glance periodically to the right and left to determine the location of the edge of the pavement and oncoming vehicles
- Avoid looking directly into oncoming headlights as this can cause momentary blindness from the glare.
- When an oncoming vehicle does not dim its lights, avoid the glare by watching the right edge of the road and using the white line or road edge as a steering guide.
- Avoid flashing your high beams to warn the other driver as it might serve as a distraction and interfere with their driving resulting in a collision.
- **Don't wear sunglasses or colored glasses when driving at night or on dark days.** Colored lenses cause your eyes to adjust even more slowly and can reduce your vision.

Glare and Glare Recovery

The glare from the headlights of oncoming vehicles causes the pupil of the eye to contract. After the vehicle has passed it takes an interval of time for the pupil to readjust to the less intense light. This is called glare recovery time. During this recovery period you are virtually driving blind. Glare recovery time is not based on visual acuity and varies from person to person. The problem is generally more acute in older drivers and those in poor physical condition.



Prepare to Fight Glare: Even before you hit the road, prepare yourself and your vehicle for combating the bright lights ahead. Clean your headlights and keep all glass clean and clear. Scratched eyeglasses or contact lenses also make glare worse. For maximum glare prevention, keep every surface between your eyes and the road as clear as possible – including both sides of your windshield and your eyeglasses.

Remember to drive safely and defensively you must adhere to the proper requirements of dimming your lights at night when:

- Meeting or overtaking vehicles within 500 feet.
- Driving in cities and towns always use your low beams
- On curves or turns to the right avoid “blasting” and oncoming car with your high beams.

Clean the windows (inside and out) at least once a month to get rid of haze – more often if you or others smoke in the car.

Remember that even moderate drinking may reduce a driver's vision as well as reaction time. Both prescription medicines and nonprescription medicines may affect driving, read label warnings carefully.

Aim Your Headlights Correctly:

Your properly aligned headlights will help you see the road better, and will help other drivers to avoid glare.

Lights that shine up or out excessively do NOT help you see objects in the roadway. They do however contribute to glare and blinding the vision of drivers in vehicles you are meeting or following.

Check your vehicle owner's manual on how to align the lights for your car or have them aligned by a mechanic at a reputable garage or car dealership.

Parking At Night

When parking at night, never leave your headlights on, even if you plan on to be parked for a brief period of time. They are just as likely to blind approaching drivers when your car is stationary as they are when it is moving. They may also confuse approaching drivers as to the exact position of the road. The danger is increased if you are parked on the wrong side of the roadway. Whenever you park on or along a highway at night, leave your emergency and parking lights on.

COLLISIONS WITH ANIMALS

While animal-vehicle collisions can happen any time of the year and with any type of animal (opossum, rabbit, squirrel, dogs, etc.). Fall is the peak season for deer-car accidents. That's mainly because autumn is both mating season and hunting season, so deer are more active and more likely to roam beyond their normal territory.

Many of these collisions happen at night but they can occur any time of day. Collisions with deer are generally the most dangerous and costly accidents involving animals. No foolproof way has been found to keep deer or other wild animals off highways and away from vehicles.

You can avoid an unplanned meeting with a deer or other



type animal if you:

- Are aware of your surroundings. Pay attention to “deer crossing” signs. Look well down the road and far off to each side. At night, use your high-beam lights if possible to illuminate the road's edges. Be especially watchful in areas near woods and water. If you see one deer, there may be several others nearby.

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- Be particularly alert at dusk and dawn, when these animals venture out to feed. Scan the sides of the road to watch for the reflection of your vehicle headlights in the eyes of deer.
 - If you see a deer, or other animal on or near the roadway and think you have time to avoid hitting it, reduce your speed, tap your brakes to warn other drivers, and sound your horn. Deer tend to fixate on headlights, so flashing them may cause the animal to freeze in the road. If there's no vehicle close behind you, brake hard but don't lock wheels causing a skid.

- If a collision seems inevitable, don't swerve to avoid the animal; your risk of personal injury may be greater if you do. Keep your vehicle under control and on the roadway when you hit the animal.
- Report the accident to the police if it involves a large animal such as a deer or farm animal. If the animal is a domestic pet and homes are nearby you should try to notify the pet's owner if possible.
- Always obey the speed limit and wear your safety belt.